

# **HIGHWAY SAFETY PROGRAM**

## **ANNUAL REPORT**

### **STATE OF MISSOURI**

**ACTIVITIES FOR FISCAL YEAR 1997**  
**(October 1, 1996 through September 30, 1997)**

**MEL CARNAHAN**  
Governor

**GARY B. KEMPKER**  
Director  
Department of Public Safety  
Governor's Highway Safety Representative

**JOYCE F. MARSHALL**  
Director  
Division of Highway Safety

# **FOREWORD**

Our mission—to reduce the number and severity of traffic crashes and resulting deaths and injuries—requires the staff of the Missouri Division of Highway Safety to work closely with state and local agencies in an attempt to develop programs which are innovative, cost efficient and, above all, effective in saving lives. This is accomplished through development and administration of the Governor's Highway Safety Program.

In keeping with this administration's philosophy to provide quality customer service, we strive to incorporate involvement from both traditional and non-traditional partners in our safety endeavors. These partnerships have run the gamut from state and local law enforcement to auto glass & muffler repair shops and even as far as funeral homes. Although federal highway safety resources have remained static and, in some cases, diminished, these partners have enabled us to reach a broader base of customers with the life-saving messages of traffic safety.

The accomplishments noted in this report would not have occurred without the dedication and foresight of the staff of the Division of Highway Safety and the support of the Department of Public Safety. In addition, the State Highway Patrol; Statistical Analysis Center of the Patrol; Missouri Safety Center; Safety Councils; North Central, Southeast and Southwest Missouri Safe Communities; Missouri Advocates for Traffic Safety; Law Enforcement Traffic Safety Advisory Council (LETSAC); and the Region VII National Highway Traffic Safety Administration (NHTSA) continually provided assistance and helped expand our creativity and scope.

Comments or questions relevant to this report may be directed in writing to:  
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Jefferson City, MO 65110  
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# ***EXECUTIVE SUMMARY***

## **Guidelines**

The Annual Report for the Missouri Division of Highway Safety covers those activities funded for the period October 1, 1996 through September 30, 1997. The structure of this report attempts to follow the guidelines set forth by the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) Order 960-2/7510.3A.

## **Purpose**

The National Highway Safety Act of 1966 charges each Governor with the responsibility of establishing a state highway safety program. In the State of Missouri, the program is administered through the Missouri Division of Highway Safety (MDHS), a division of the Department of Public Safety. The mission of the MDHS is to reduce both the number and severity of traffic crashes and the deaths and injuries resulting from these crashes.

## **Problem Identification**

Traffic crashes are, tragically, an accepted part of our mobile society. In 1996, there were 191,164 traffic crashes in Missouri resulting in an economic loss to the state of \$3,065,763,000. In these crashes, 82,695 people were injured while another 1,148 lost their lives. Unfortunately, motor vehicle crashes are the leading cause of death for persons of every age from 6-27 years old.

## **Problem Solution**

An annual Highway Safety Plan (benchmark report) is developed by the MDHS utilizing statewide traffic crash data. Statistics are maintained by the Highway Patrol in a repository identified as STARS—Statewide Traffic Accident Reporting System. The Patrol's Statistical Analysis Center compiles the data into a comprehensive report known as the Traffic Safety Compendium. This Compendium contains the following statistics that enable MDHS to produce a data-driven Highway Safety Plan:

traffic safety problem areas (e.g., drinking & driving; speeding; failure to use safety devices; engineering issues);  
geographic locations (hot spots for traffic crashes); and  
demographics (target groups by age, gender, urban vs. rural, etc.).

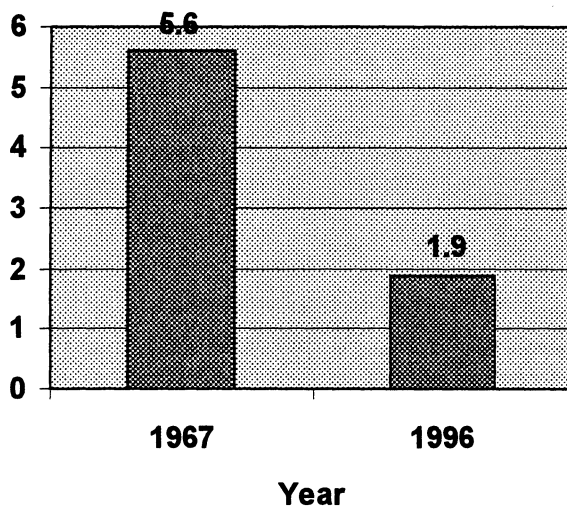
## **Strategies**

State and local governmental agencies are solicited to assist in the development of counter-measure projects to address these problems. These projects are then compiled into a comprehensive traffic safety plan for the state. Federal funding to support the Plan is channeled to the state from the Section 402 highway safety program within the Department of Transportation. In addition to 402 funding, Missouri qualified for special alcohol incentive funds from Section 410.

## Successes/Results

Having been established in 1967, Missouri's Highway Safety Program just celebrated it's 30th Anniversary. In the thirty years since inception of the program, Missouri has witnessed a drop in the vehicle death rate (fatalities per 100 million vehicle miles traveled) from 6.2 to 1.9 (in 1996). While not solely responsible for this trend, the traffic safety countermeasure projects enacted as a result of the Highway Safety Program have made dramatic strides in saving lives.

**STATE OF MISSOURI**  
**Mileage Death Rate**  
(Deaths per 100 million miles of vehicle travel)



The 1997 legislative session proved to be a hallmark year for traffic safety with the passage of Senate Bill 121. This bill strengthened Missouri's safety belt law by broadening seat belt use requirements for youthful passengers and young drivers. In addition, drivers of pickup trucks under the age of 18 must now wear seat belts (the previous law exempted drivers and passengers of pickup trucks from wearing safety belts).

Although the Division supported numerous projects in each problem area addressed in Missouri's 1997 Highway Safety Plan, not every project is incorporated into this report. We have accounted for a sampling of projects which we believe are particularly worthy of note. In some instances, we have chosen to aggregate multiple projects into one activity area (e.g., Police Traffic Services, youth, Safe Communities). We consider this to be a satisfactory representation of Missouri's highway safety program.



## Budget

Total obligation of federal funding and expenditures by the State of Missouri for FY '97 were as follows:

<b>Funding Code</b>	<b>Problem Area</b>	<b>Amount Obligated</b>	<b>Amount Expended</b>
Regular 402	All Traffic Safety	\$3,242,983.21	\$2,472,738.63
YA	Youth Alcohol	\$ 609,610.77	\$ 202,367.65
3+	Engineering	\$ 350,843.77	\$ 174,516.08
410	Alcohol Incentive	\$1,670,977.03	\$ 548,321.15
408 (carryover)	Alcohol Incentive	\$ 69,397.30	\$ 69,397.30
<b>TOTAL</b>	<b>ALL GRANTS</b>	<b>\$5,943.812.08</b>	<b>\$3,397,943.51</b>

## Program Evaluation

Two types of evaluation methods are used to determine program effectiveness—administrative and impact. Administrative evaluations are concerned with measuring the operational efficiency of task activities relative to meeting the established goals and objectives of the project. Impact evaluations determine the extent to which the project was able to effectively impact traffic crash involvement.

Included within this Annual Report are traffic safety countermeasure programs which have demonstrated best practices. These programs satisfy most, if not all, of the following criteria: they employ crash statistics to identify problem areas; they target high risk groups of individuals; they apply the knowledge and expertise of the local community to propose workable solutions; they apply varied resources from numerous sources; they are comprehensive in design; they seek to modify behavior through effective enforcement, education, and engineering.

## Internal Activities

In addition to programs which are funded through state and local government agencies, Division staff participate in various activities to further traffic safety within the state. These include, but aren't limited to: production and distribution of traffic safety materials; legislative tracking and review; training and presentations (e.g., child safety seats; safety belts; law enforcement grant applications; highway safety program; legislation; youth leadership conferences; etc.); exhibits (e.g., safety fairs; conferences; State Fair); press conferences & media events; and federal, state and local committees/boards with like-minded missions.

## U.S. DEPARTMENT OF TRANSPORTATION, NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

## FEDERAL AID REIMBURSEMENT VOUCHER

Number: 1997-VOU-016

Progress Voucher

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\*\* APPROVED \*\*

State of Missouri

Period of Claim: 11/01/97 to 11/30/97

12/23/97

Reimbursement Method: Advance 97-ADV-012 \$138,326.78

Program Area Code	Project	HCS Federal Funds Obligated	Amount of Share-to-Local Benefit	Cumulative State/Federal Cost to Date	Cumulative Federal Funds Expended	Federal Funds Previous Amnt. Claimed	Federal Funds Claimed this Period
<b>NHTSA</b>							
Section NHTSA 402							
Planning and Administration							
PA-97-00-00-00		0.00	0.00	0.00	0.00	0.00	0.00
PA-97-01-01-00	PLANNING AND ADMINISTRATION	200,000.00	0.00	167,109.71	140,799.86	137,749.19	3,050.67
	TOTAL Planning and Administration	200,000.00	0.00	167,109.71	140,799.86	137,749.19	3,050.67
<b>Alcohol</b>							
AL-97-00-00-00		0.00	0.00	0.00	0.00	0.00	0.00
AL-97-01-01-00	PROGRAM COORDINATION	121,632.48	0.00	95,908.19	95,908.19	95,908.19	0.00
AL-97-02-02-00	MDHS-GOVERNOR'S COMMISSION ON	10,000.00	0.00	3,073.87	3,073.87	3,073.87	0.00
AL-97-03-03-00	CMSU-BREATH ALC. TRAINING & PL	155,712.00	0.00	155,550.06	155,550.06	155,550.06	0.00
AL-97-04-04-00	MSHP-ALCOHOL WOLFPACK OVERTIME	120,000.00	0.00	27,505.15	27,505.15	27,505.15	0.00
AL-97-05-05-00	UMC-CHEERS DESIGNATED DRIVER	100,000.00	0.00	82,190.57	82,190.57	57,871.31	24,319.26
AL-97-07-07-00	MDHS-SOBRIETY CHECKPOINT EQUIP	60,000.00	0.00	42,834.97	42,834.97	42,834.97	0.00
	TOTAL Alcohol	567,344.48	0.00	407,062.81	407,062.81	382,743.55	24,319.26
<b>Occupant Protection</b>							
OP-97-00-00-00		0.00	0.00	0.00	0.00	0.00	0.00
OP-97-01-01-00	MDHS-PROGRAM COORDINATION	60,000.00	0.00	9,661.84	9,661.84	9,661.84	0.00
OP-97-02-02-00	MDHS-EDUCATIONAL MATERIALS	35,000.00	0.00	19,598.50	19,598.50	19,598.50	0.00
	TOTAL Occupant Protection	95,000.00	0.00	29,260.34	29,260.34	29,260.34	0.00
<b>Police Traffic Services</b>							
PT-97-00-00-00		0.00	0.00	0.00	0.00	0.00	0.00
PT-97-01-01-00	PROGRAM COORDINATION	188,000.00	0.00	188,000.00	188,000.00	188,000.00	0.00
PT-97-02-03-00	LETSAC ADVISORY COUNCIL	30,000.00	0.00	17,897.49	17,897.49	17,897.49	0.00
PT-97-03-04-00	CMSU-LAW ENFORCEMENT TRAINING	47,375.00	0.00	26,198.00	26,198.00	26,198.00	0.00
PT-97-04-04-00	UMC-LAW ENFORCMENT TRAINING	5,000.00	0.00	0.00	0.00	0.00	0.00

PT-97-05-04-00	MO. SOUTHERN-LAW ENF. TRAINING	17,920.00	0.00	17,920.00	17,920.00	17,920.00	0.00
PT-97-06-04-00	MSHP-LAW ENFORCEMENT TRAINING	70,000.00	0.00	53,361.93	53,361.93	53,361.93	0.00
PT-97-07-05-00	MSHP-CARE	20,000.00	0.00	17,744.33	17,744.33	17,744.33	0.00
PT-97-08-06-00	MSHP-AIRCRAFT SPEED ENF.	40,000.00	0.00	40,000.00	40,000.00	40,000.00	0.00
PT-97-09-07-00	MDHS-POSTAGE, PRINTING, PHOTOG	170,000.00	0.00	127,463.44	127,463.44	121,991.01	5,472.43
PT-97-10-07-00	MDHS-PUBLIC INF. AND EDUCATION	54,050.51	0.00	47,391.31	47,391.31	44,353.31	3,038.00
PT-97-11-07-00	MDHS-NEWSLETTER	15,000.00	0.00	3,663.88	3,663.88	3,663.88	0.00
PT-97-12-07-00	UMC-SURVEY,MARKETING,CD ROM	115,000.00	0.00	66,416.53	66,416.53	66,416.53	0.00
PT-97-13-07-00	MDHS-EQUIPMENT UPGRADE	30,000.00	0.00	2,890.95	2,890.95	2,890.95	0.00
PT-97-14-07-00	MDHS-NAT./REG. H.S. WORKSHOPS	120,000.00	0.00	120,000.00	120,000.00	56,492.20	63,507.80
PT-97-15-07-00	MDHS-REGIONAL WORKSHOPS	22,000.00	0.00	22,000.00	22,000.00	11,214.69	10,785.31
PT-97-16-07-00	OPERATION LIFESAVER	6,000.00	0.00	5,000.00	5,000.00	5,000.00	0.00
PT-97-17-07-00	CMSU-MOTORCYCLE SAFETY	70,000.00	0.00	59,861.80	59,861.80	59,861.80	0.00
PT-97-24-09-00	GRANDVIEW POLICE DEPT.	10,000.00	149.13	4,600.25	4,600.25	4,600.25	0.00
PT-97-25-09-00	CLAY COUNTY S.D.	46,000.00	0.00	44,320.00	44,320.00	44,320.00	0.00
PT-97-26-09-00	PLATTE COUNTY S.D.	19,700.00	0.00	15,748.09	15,748.09	15,748.09	0.00
PT-97-27-09-00	INDEPENDENCE P.D.	25,150.00	2,437.84	22,051.41	22,051.41	18,940.48	3,110.93
PT-97-29-09-00	GLADSTONE P.D.	2,250.00	0.00	2,250.00	2,250.00	2,250.00	0.00
PT-97-30-09-00	CASS COUNTY S.D.	42,250.00	2,297.68	40,250.00	40,250.00	40,250.00	0.00

## U.S. DEPARTMENT OF TRANSPORTATION, NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

## FEDERAL AID REIMBURSEMENT VOUCHER

Number: 1997-VOU-016

Progress Voucher

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\*\* APPROVED \*\*

State of Missouri

Period of Claim: 11/01/97 to 11/30/97

12/23/97

Reimbursement Method: Advance 97-ADV-012 \$138,326.78

Program Area Code	Project	HCS Federal Funds Obligated	Amount of Share-to-Local Benefit	Cumulative State/Federal Cost to Date	Cumulative Federal Funds Expended	Federal Funds Previous Amnt. Claimed	Federal Funds Claimed this Period
PT-97-31-09-00	KANSAS CITY P.D.	99,000.00	1,908.84	99,000.00	99,000.00	99,000.00	0.00
PT-97-32-09-00	ST. LOUIS COUNTY P.D.	29,000.00	0.00	23,459.00	23,459.00	23,459.00	0.00
PT-97-34-09-00	ST. LOUIS CITY P.D.	169,500.00	15,796.35	164,244.07	164,244.07	164,244.07	0.00
PT-97-35-09-00	JEFFERSON COUNTY S.D.	29,250.00	1,324.95	15,096.77	15,096.77	10,117.10	4,979.67
PT-97-36-09-00	ST. CHARLES COUNTY S.D.	8,250.00	0.00	6,513.35	6,513.35	6,513.35	0.00
PT-97-37-00-00	ST. CHARLES CITY P.D.	17,250.00	0.00	7,278.90	7,278.90	7,278.90	0.00
PT-97-38-09-00	FLORISSANT P.D.	9,250.00	655.43	8,060.99	8,060.99	8,060.99	0.00
PT-97-39-09-00	FERGUSON P.D.	7,000.00	545.82	5,096.45	5,096.45	5,096.45	0.00
PT-97-40-09-00	BELLEFONTAINE NEIGHBORS P.D.	9,250.00	644.56	8,070.03	8,070.03	8,070.03	0.00
PT-97-41-09-00	HAZELWOOD P.D.	7,000.00	1,291.83	5,493.30	5,493.30	5,493.30	0.00
PT-97-42-09-00	ST. ANN P.D.	2,250.00	0.00	2,246.20	2,246.20	2,246.20	0.00
PT-97-43-09-00	ST. JOHN P.D.	2,250.00	0.00	2,250.00	2,250.00	2,250.00	0.00
PT-97-44-09-00	CREVE COEUR P.D.	2,250.00	0.00	2,250.00	2,250.00	2,250.00	0.00
PT-97-45-09-00	MARYLAND HEIGHTS P.D.	29,000.00	0.00	24,252.00	24,252.00	24,252.00	0.00
PT-97-46-09-00	NEOSHO P.D.	2,250.00	0.00	1,812.60	1,812.60	1,812.60	0.00
PT-97-47-09-00	COLUMBIA P.D.	30,000.00	0.00	18,344.33	18,344.33	18,344.33	0.00
PT-97-48-09-00	SEDALIA P.D.	17,738.00	0.00	15,155.03	15,155.03	15,155.03	0.00
PT-97-50-09-00	JEFFERSON CITY P.D.	13,250.00	0.00	13,250.00	13,250.00	13,250.00	0.00
PT-97-51-09-00	BOONE COUNTY S.D.	2,250.00	0.00	2,229.80	2,229.80	2,229.80	0.00
PT-97-52-09-00	JASPER COUNTY S.D.	11,000.00	0.00	11,000.00	11,000.00	11,000.00	0.00
PT-97-53-09-00	TANEY COUNTY S.D.	2,250.00	0.00	0.00	0.00	0.00	0.00
PT-97-54-09-00	CASSVILLE P.D.	2,250.00	0.00	2,250.00	2,250.00	2,250.00	0.00
PT-97-55-09-00	BONNE TERRE P.D.	2,250.00	0.00	363.65	363.65	363.65	0.00
PT-97-56-10-00	CLAY COUNTY S.D.	9,002.00	0.00	6,520.17	6,520.17	6,520.17	0.00
PT-97-57-10-00	GRUNDY COUNTY S.D.	7,368.00	1,577.08	4,018.12	4,018.12	4,018.12	0.00
PT-97-58-10-00	BRECKENRIDGE HILLS P.D.	5,700.00	2,448.00	4,952.32	4,952.32	4,952.32	0.00
PT-97-59-10-00	FESTUS P.D.	15,700.00	2,508.00	15,699.60	15,699.60	15,699.60	0.00
PT-97-60-10-00	HANNIBAL P.D.	5,875.00	2,293.06	5,875.00	5,875.00	5,875.00	0.00
PT-97-61-10-00	LINCOLN COUNTY S.D.	5,047.00	1,861.76	5,047.00	5,047.00	5,047.00	0.00

PT-97-62-10-00	SHREWSBURY P.D.	6,313.00	0.00	5,694.60	5,694.60	5,694.60	0.00
PT-97-63-10-00	ST. CLAIR P.D.	4,648.00	1,841.49	4,648.00	4,648.00	4,648.00	0.00
PT-97-64-10-00	BOONE COUNTY S.D.	14,678.00	0.00	14,678.00	14,678.00	14,678.00	0.00
PT-97-65-10-00	BOONE COUNTY S.D.	1,747.00	0.00	1,747.00	1,747.00	1,747.00	0.00
PT-97-66-10-00	CALLAWAY COUNTY S.D.	4,500.00	1,406.02	4,500.00	4,500.00	4,500.00	0.00
PT-97-67-10-00	COLE COUNTY S.D.	5,906.00	0.00	5,906.00	5,906.00	5,906.00	0.00
PT-97-68-10-00	JASPER COUNTY S.D.	3,750.00	0.00	3,750.00	3,750.00	3,750.00	0.00
PT-97-69-10-00	OSAGE BEACH P.D.	11,750.00	2,605.41	11,115.48	11,115.48	11,115.48	0.00
PT-97-70-10-00	ST. CLAIR COUNTY S.D.	3,750.00	0.00	3,750.00	3,750.00	3,750.00	0.00
PT-97-71-10-00	TANEY COUNTY S.D.	11,335.00	1,500.00	11,335.00	11,335.00	11,335.00	0.00
PT-97-72-10-00	FORSYTH P.D.	7,072.00	1,392.35	7,072.00	7,072.00	7,072.00	0.00
PT-97-73-10-00	NIXA P.D.	13,300.00	1,750.00	13,300.00	13,300.00	12,425.00	875.00
PT-97-75-10-00	HOLLISTER P.D.	9,520.00	1,318.58	9,520.00	9,520.00	9,520.00	0.00
PT-97-76-09-00	JOPLIN P.D.	2,250.00	1,124.00	2,250.00	2,250.00	2,250.00	0.00
	TOTAL Police Traffic Services	1,818,644.51	50,678.18	1,524,124.17	1,524,124.17	1,432,355.03	91,769.14
0 Traffic Records							
TR-97-00-00-00		0.00	0.00	0.00	0.00	0.00	0.00
TR-97-01-01-00	MDHS-PROGRAM COORDINATION	55,000.00	0.00	20,030.58	20,030.58	20,030.58	0.00

## U.S. DEPARTMENT OF TRANSPORTATION, NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

## FEDERAL AID REIMBURSEMENT VOUCHER

Number: 1997-VOU-016

Progress Voucher

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\*\* APPROVED \*\*

State of Missouri

Period of Claim: 11/01/97 to 11/30/97

12/23/97

Reimbursement Method: Advance 97-ADV-012 \$138,326.78

Program Area Code	Project	HCS Federal Funds Obligated	Amount of Share-to-Local Benefit	Cumulative State/Federal Cost to Date	Cumulative Federal Funds Expended	Federal Funds Previous Amnt. Claimed	Federal Funds Claimed this Period
TR-97-02-02-00	CMSU-MOTIS PROGRAM	98,685.00	0.00	74,912.63	74,912.63	74,912.63	0.00
	TOTAL Traffic Records	153,685.00	0.00	94,943.21	94,943.21	94,943.21	0.00
Youth Alcohol							
YA-97-00-00-00		0.00	0.00	0.00	0.00	0.00	0.00
YA-97-06-06-00	MDHS-DRUNK DRIVING SIMULATOR	10,000.00	0.00	2,521.00	2,521.00	2,521.00	0.00
YA-97-18-08-00	CMSU-PARENT'S SURVIVAL GUIDE	12,960.00	0.00	7,813.06	7,813.06	7,813.06	0.00
YA-97-19-08-00	UMC-HEADS UP	77,516.00	0.00	77,516.00	77,516.00	73,032.76	4,483.24
YA-97-20-08-00	KC MEDICAL CENTER-HEADS UP	58,750.00	7,103.90	57,031.17	57,031.17	57,023.12	8.05
YA-97-22-08-00	MDHS-NSSP CONFERENCE	35,000.00	0.00	22,528.33	22,528.33	22,528.33	0.00
YA-97-23-08-00	MDHS-YOUTH P.I. AND E.	381,064.77	0.00	13,573.01	13,573.01	13,573.01	0.00
YA-97-28-08-00	INDEPENDENCE-YOUTH ALC. WOLFPA	10,000.00	1,013.51	10,000.00	10,000.00	9,558.65	441.35
YA-97-33-08-00	ST. LOUIS COUNTY-ARRIVE ALIVE	20,000.00	0.00	12,344.08	12,344.08	12,344.08	0.00
YA-97-49-08-00	SEDALIA-ARRIVE ALIVE	4,320.00	0.00	3,973.64	3,973.64	3,973.64	0.00
	TOTAL Youth Alcohol	609,610.77	8,117.41	207,300.29	207,300.29	202,367.65	4,932.64
Safe Communities							
SA-97-00-00-00		0.00	0.00	0.00	0.00	0.00	0.00
SA-97-01-01-00	MDHS-PROGRAM COORDINATION	49,997.00	0.00	20,570.02	20,570.02	20,570.02	0.00
SA-97-02-02-00	CAPE GIRARDEAU SAFE COMMUNITY	160,520.00	0.00	121,345.22	121,345.22	121,345.22	0.00
SA-97-03-03-00	SPRINGFIELD SAFE COMMUNITY	142,192.22	0.00	102,524.77	102,524.77	102,524.77	0.00
SA-97-04-04-00	MOBERLY SAFE COMMUNITY	55,600.00	8,037.46	55,540.15	55,540.15	55,540.15	0.00
	TOTAL Safe Communities	408,309.22	8,037.46	299,980.16	299,980.16	299,980.16	0.00
	TOTAL Section NHTSA 402	3,852,593.98	66,833.05	2,729,780.69	2,703,470.84	2,579,399.13	124,071.71
Section 408 Alcohol							
408 Alcohol							
J6-97-00-00-00		69,397.30	0.00	69,397.30	69,397.30	69,397.30	0.00

TOTAL 408 Alcohol	69,397.30	0.00	69,397.30	69,397.30	69,397.30	0.00
TOTAL Section 408 Alcohol	69,397.30	0.00	69,397.30	69,397.30	69,397.30	0.00

Section 410 Alcohol

410 Alcohol

J7-97-00-00-00		0.00	0.00	0.00	0.00	0.00	0.00
J7-97-02-01-01	DOR-GEN. REG. SYSTEM REWRITE	61,590.00	10.00	60,526.77	60,526.77	60,526.77	0.00
J7-97-02-02-02	DOR-GENERAL COUNSEL TRAINING	11,000.00	0.00	4,867.50	4,867.50	4,867.50	0.00
J7-97-02-03-03	DOR-FAILURE TO APPEAR IN COURT	5,500.00	0.00	5,500.00	5,500.00	5,500.00	0.00
J7-97-02-04-04	DOR-UPGRADE NETWORK	56,000.00	0.00	55,081.90	55,081.90	55,081.90	0.00
J7-97-03-01-01	MDHS-BAT VANS	1,066,214.03	0.00	105,143.66	105,143.66	94,397.21	10,746.45
J7-97-03-02-02	MDHS-VIDEO CAMERAS FOR VANS	35,000.00	0.00	0.00	0.00	0.00	0.00
J7-97-03-03-03	LIQUOR CONTROL-BADGES IN BUSIN	50,000.00	0.00	48,553.88	48,553.88	48,553.88	0.00
J7-97-03-05-04	JEFFERSON CO. S.D.	2,000.00	0.00	174.44	174.44	68.42	106.02
J7-97-03-06-04	ST.CHARLES CO. S.D.	2,000.00	0.00	2,000.00	2,000.00	2,000.00	0.00
J7-97-03-07-04	FLORISSANT P.D.	2,000.00	0.00	628.63	628.63	628.63	0.00
J7-97-03-08-04	CREVE COEUR P.D.	2,000.00	0.00	2,000.00	2,000.00	2,000.00	0.00
J7-97-03-09-04	JOPLIN P.D.	2,000.00	0.00	311.84	311.84	311.84	0.00

	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL Roadway Safety	0.00	0.00	0.00	0.00	0.00	0.00



TOTAL Section FHWA 402	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL FHWA	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL NHTSA & FHWA:	5,592,968.31	66,843.05	3,358,351.61	3,332,041.76	3,197,117.58	134,924.18
Total NHTSA & FHWA 402 Only:	3,852,593.98	66,833.05	2,729,780.69	2,703,470.84	2,579,399.13	124,071.71
Total NHTSA & FHWA Transfer Funds Only:	0.00	0.00	0.00	0.00	0.00	0.00

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I CERTIFY, that in accordance with the laws of the state and under the terms  
of the approved program(s) area that actual costs claimed have been incurred  
and have not previously been presented for payment.

(APPROVAL AND PAYMENT ARE SUBJECT TO ADJUSTMENT, YEAR-END AUDIT OR OTHER  
APPROPRIATE REVIEW)

State Official: Lisa Baker



## **LAW ENFORCEMENT TRAINING**

**PROGRAM AREA(S)**

Police Traffic Services &amp; Alcohol (410)

**JURISDICTION SIZE**Available to all law enforcement agencies  
(700+)**TYPE OF JURISDICTION**

Statewide

**TARGETED POPULATION(S)**

Law Enforcement Community

**PROJECT CHARACTERISTICS**

Traffic safety training designed to fit the needs of law enforcement (affordable, accessible, and POST certified with continuing education credits).

### **PROBLEM IDENTIFICATION**

In Missouri, police training has evolved from no training or 120-hour training to mandated 470/600/1000 hours. The problem with Missouri's basic training is that traffic safety/enforcement is very limited due to the many other topical training demands. In order to address this need, the Missouri Division of Highway Safety (MDHS) has provided funds to develop and conduct specialized training programs for enforcement personnel in the areas of traffic crash investigation, impairment detection and apprehension, and management of traffic enforcement systems. Through these efforts, many departments have established and maintained traffic divisions which have greatly increased the enforcement of traffic laws on the streets and highways of our state. To keep pace with the needs of field officers, the programs offered must be cutting-edge technology, using the latest information and equipment. With speeds increasing to new limits, with cars becoming smaller, and with the skills of the drivers losing ground with each generation, the role of the traffic law enforcement officer must also change to meet the increased skill levels required to investigate, detect, apprehend, and assist in the conviction of offenders. Through the offering of specialized training courses, law enforcement officers will be able to increase their knowledge and skills in the area of traffic enforcement.

### **GOALS AND OBJECTIVES**

To provide traffic-safety related training to complement and enhance law enforcement efforts in the State of Missouri.

### **STRATEGIES AND ACTIVITIES**

- Provide training on detection and apprehension of impaired drivers; field sobriety testing; courtroom testimony; and DWI crash investigation techniques
- Utilize the standardized course curricula established by the National Highway Traffic Safety Administration
- Offer training that informs law enforcement officers of the legal aspects of traffic stops, sobriety checkpoints, and DWI enforcement (utilizing the expertise in the Attorney General's Office)

**FUNDING**

Section 402:	\$97,479.93
Section 410:	\$33,308.00

**CONTACT**

Jackie Allen, Program Manager  
Missouri Division of Highway Safety  
P.O. Box 104808  
Jefferson City, MO 65110-4808  
(573) 751-4161

- Offer training to law enforcement that is at low cost and in close proximity.
- Offer training that meets the Peace Officers Standards and Training (POST) requirements in order to give officers continuing education hours

## **RESULTS**

The following courses were offered: Crash Investigation Series; Drug Recognition, DWI Detection and Apprehension; Sobriety Checkpoint Supervisor Training; Standardized Field Sobriety Testing; High Risk Vehicle Stops; Looking Beyond the DWI; Vehicle Stop Search and Seizure; Accident Reconstruction; and EVOC Training. Law enforcement training was offered by several POST-certified providers across the state. A total of 803 officers were trained at a cost of \$153.79 per student.



## **LAW ENFORCEMENT TRAFFIC SAFETY ADVISORY COUNCIL (LETSAC)**

**PROGRAM AREA(S)**

Police Traffic Services

**JURISDICTION SIZE**

This program has the potential to be representative of all law enforcement agencies in the state.

**TYPE OF JURISDICTION**

Statewide

**TARGETED POPULATION(S)**

Missouri's law enforcement agencies and specifically traffic officers.

**PROJECT CHARACTERISTICS**

Provides funding for meetings and conferences for the Law Enforcement Traffic Safety Advisory Council

### **PROBLEM IDENTIFICATION**

The division of highway safety recognizes the need to have input from law enforcement officers in order to develop effective traffic safety countermeasure programs. Traffic officers, because of their daily hands-on involvement in traffic safety, have the unique ability to provide the best feedback in this area. It would be impossible, however, to try to garner input from all the traffic officers from the 700+ law enforcement agencies across the state.

### **GOALS AND OBJECTIVES**

To establish a law enforcement council to act in an advisory capacity to the Missouri Division of Highway Safety. (LETSAC provides recommendations, direction, guidance, and information/training to enhance the efforts of the law enforcement community of the state of Missouri.)

### **STRATEGIES AND ACTIVITIES**

Hold monthly planning meetings  
Hold one Annual Conference

### **RESULTS**

- The board met monthly
- LETSAC reviewed legislative issues and provided testimony upon request at hearings
- In-car video camera training was provided at the general membership conference
- Annual Conference was held in July with an attendance of 132 law enforcement officers; traffic safety sessions were provided at the conference

**FUNDING**

Section 402: \$16,699.47

**CONTACT**

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**LAW ENFORCEMENT ACTIVITIES****PROGRAM AREA(S)**

Police Traffic Services

**JURISDICTION SIZE**

Available to over 700 Local Law Enforcement Agencies plus State Highway Patrol

**TYPE OF JURISDICTION**

Statewide

**TARGETED POPULATION(S)**

Law Enforcement Community

**PROJECT CHARACTERISTICS**

Comprehensive enforcement projects blending any combination of the following activities: alcohol (sobriety checkpoints, DWI saturation enforcement); occupant protection; and hazardous moving violations.

**PROBLEM IDENTIFICATION**

In 1996, Missouri had a total of 191,164 traffic crashes resulting in a total of 1,148 deaths and 82,695 injuries. The economic loss associated with these traffic crashes was estimated to be \$3,065,763,000.

In order to be effective, traffic safety countermeasure programs must include components for education, engineering, and enforcement. As calls-for-service, court appearances, and record keeping demands increase for law enforcement, they often do not have the time needed to concentrate on specific traffic problems. Targeted traffic enforcement usually requires additional funding for overtime or full-time manpower support designated to a traffic unit. Most law enforcement agencies do not have the funding necessary for these activities.

**GOALS AND OBJECTIVES**

To reduce traffic crash deaths and injuries in Missouri with specific emphasis on impaired drivers, drivers committing other hazardous moving violations, and drivers failing to employ occupant restraint devices in their vehicles.

- Increase police visibility thereby increasing compliance with traffic laws
- Heighten awareness of the motoring public to traffic safety issues
- Partner media with law enforcement for more effective programs
- Ultimately change social acceptance for disregard of traffic laws and unsafe driving behaviors

**STRATEGIES AND ACTIVITIES**

Projects to support the following enforcement activities were provided to 30 local law enforcement agencies plus the Missouri State Highway Patrol:

1. Hazardous Moving Violations—provide overtime funding for officers to concentrate at high incident areas during peak hours of the day and days of the week

**FUNDING**

Section 402: 97,479.93

**CONTACT**

Law Enforcement Program Managers  
Missouri Division of Highway Safety  
P.O. Box 104808  
Jefferson City, MO 65110-4808  
(573) 751-4161

2. DWI Saturation Enforcement—fund additional law enforcement officers to work saturation patrols during peak hours and the worst days of the week in areas where high incidences of alcohol-related crashes have occurred
3. Sobriety Checkpoints—provide training, equipment, supplies and funding for overtime to support 5 checkpoints per local agency plus statewide checkpoints for the Highway Patrol
4. Occupant Protection—Host safety belt/child restraint checkpoints; participate in safety fairs; produce and disseminate educational materials/promotional items; make safety presentations at community events

## **RESULTS**

1. Hazardous Moving Violations: Eleven agencies received funding for these projects resulting in the following arrests for HMTVs—8,565; DWI/Drug—295; Other traffic violations—1,188; Occupant restraint violations—1,124
2. DWI Saturation Enforcement: 12 agencies received special enforcement projects which resulted in DWI & Drug arrests—1,022; other HMTVs—10,726; Occupant restraint violations—3,140; Other violations—9,944
3. Sobriety Checkpoints: 18 agencies held 120 checkpoints (17 of those were local law enforcement with 5 activities each; the remainder were held by the State Patrol): DWI—477; Drug Violations—35; Occupant Restraint Violations—364; Other HMTVs—1,936; Other Violations—21
4. Occupant Protection: 5 agencies received funding for special projects which resulted in 938 occupant restraint violations
5. Missouri State Highway Patrol Show Me Safe and Sober III Operation resulted in the following: DWI arrests—295; Other HMTVs—1,399; Child Restraint/Seat Belt Violations—382; Warnings—4,151



## HEADS UP YOUTH *(YOUNG TRAFFIC OFFENDER PROGRAM YTOP)*

### PROGRAM AREA(S)

Youth (with emphasis on Alcohol Speed & Occupant Protection)

### JURISDICTION SIZE

125,000 (Cass, Jackson, & Platte County Schools)

### TYPE OF JURISDICTION

Urban and Rural Schools and Court Systems

### TARGETED POPULATION(S)

**Heads Up**—(Upper Elementary, Middle and High School Students)

**YTOP**—Young Drivers aged 15-21

### PROJECT CHARACTERISTICS

**Heads Up**—A fast-paced, energetic school based education program for adolescents, intended to increase knowledge about causes of traumatic brain & spinal cord injuries (usually resulting from traffic crashes). The one-hour program is typically presented in an assembly format by youthful, dynamic speakers—young adults who suffered such injuries themselves.

**Young Traffic Offender Program (YTOP)**—An early intervention program targeting young, high risk drivers in a one-day prevention program. Young offenders tour the Medical Center following the same course as if seriously injured in a traffic crash. Offenders must be under the age of 22 and have been ticketed for a traffic-related offense. Attendance is mandatory; failure to comply is deemed a criminal offense.

## PROBLEM IDENTIFICATION

Motor vehicle crashes are a major threat to adolescent health and well-being—often resulting in brain and spinal cord injuries. Of all 1996 Missouri traffic crashes, 30.3% involved one or more drivers under the age of 21. Of all fatal Missouri traffic crashes, 23.2% involved a young driver. Young drivers continue to be significantly over-represented in their involvement in Missouri traffic crashes, yet they account for only 8.1% of Missouri's licensed drivers. Brain and spinal cord injuries are a major public health problem, with brain injuries being the most common severe disabling injuries in the United States. Traumatic head and spinal cord injuries result in disabilities that have no known cure. All too often the outcome of severe traffic crashes are just such injuries. The tragedy is that most of these injuries are preventable.

## GOALS AND OBJECTIVES

To reduce the number and severity of traffic crashes involving young drivers by increasing awareness of traumatic brain and spinal cord injuries among those at greatest risk, and to provide ways to prevent these injuries from happening.

**HEADS UP of Greater Kansas City**—Developed as a school based education program for adolescents, Heads Up is intended to increase knowledge about causes of injury. The one-hour

### FUNDING

Section 402YA: \$57,023.12

### CONTACT

Tempe Jones, Program Manager  
Missouri Division of Highway Safety  
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(573) 751-4161

program is designed for upper elementary, junior and senior high school students and is typically presented in an assembly format by young adults with brain and spinal cord injuries. HEADS UP of Greater Kansas City acknowledges the fact the messenger is as important as the message when attempting to persuade people. One of the primary reasons HEADS UP has been so popular is that the program presenters are youthful and dynamic speakers. The program is also fast-paced and energetic, which is especially important with young audiences. Young Traffic Offenders Program—Was created as a more focused injury prevention intervention program. To be enrolled in the program, the young person must be under the age of 22 and have been ticketed for a traffic-related offense. As a term of their 6-month probation, the young traffic offender is sentenced to spend a day attending the Young Traffic Offenders Program. Attendance is mandatory, and failure to comply is deemed a criminal offense.

## **STRATEGIES AND ACTIVITIES**

A Program Coordinator was hired to administer, implement, and monitor activity within the two programs. Duties include scheduling prevention activities (school assemblies), referrals, and program speakers; recruiting; training; and collaborating with other prevention specialists.

HEADS UP of Greater Kansas City

Emphasis during the HEADS UP presentations is placed in the following areas:

- Safety Belt Use and Safe Driving Behavior
- Speeding
- Drinking and Driving
- Helmet Usage
- Proper Bystander Behavior

Young Traffic Offenders Program

The young offender tours the Medical Center following the same path they would take if seriously injured in a traffic crash:

- Tour the emergency room/ambulance/helicopter
- View a video of a local traffic crash
- Meet with trauma nurse who explains what emergency team does when patients arrive
- Visit a social worker who shares long-term costs and psychological burden
- Meet with a speech therapist who explains brain injury and shows a video on how communication is learned again
- Eat lunch with young people who have sustained brain or spinal cord injuries
- Visit the intensive care unit where a nurse explains the care associated with traffic crashes
- Observe a physical therapy room and watch young patients learn how to sit, walk, or transfer to their chairs
- Meet with a radiologist and/or neurosurgeon who explain how they diagnose and treat trauma patients
- Visit the morgue where they may observe an autopsy of a car crash victim
- Within seven days of the YTOP, the young offender must provide the judge with an essay reflecting their personal experience of the Program

## **RESULTS**

HEADS UP of Greater Kansas City

During FY '97 HEADS Up held 106 school assemblies reaching over 24,430 students. In addition to the assemblies, HEADS UP collaborated with various agencies in several injury prevention activities including docudramas, health fairs, bicycle rodeos and helmet give-aways. Nineteen ninety-seven was the 19<sup>th</sup> Anniversary of the HEADS UP program and in May, the Kansas City "Star Magazine" ran a feature story on the history and accomplishments of the program.



#### Young Traffic Offenders Program

October 1996 through January 1997 was dedicated to implementing the YTOP within the Greater Kansas City Metro area. Speakers and volunteers were trained, the program brochures and questionnaires were developed and participating prosecutors, judges and other referral agencies were consulted.

February through September 1997, a total of 59 young offenders were referred by municipal courts, county courts and private attorneys. Those agencies making referrals to YTOP now include Kansas City Municipal Courts, Platte County Prosecutor's Office, Independence MO Municipal Courts, Kansas City area private attorneys, Traffic Court Judges in Clay County, other county prosecutors and private probation companies.

YTOP received extensive print media coverage including:

- KC Counselor Magazine, February 1997
- Kansas City Star, March 1997
- Springfield News-Leader, March 1997
- Joplin Globe, March 1997
- Southeast Missourian, March 1997
- Neosho Daily News, March 1997
- Sedalia Democrat, March 1997
- Poplar Bluff Daily, March 1997
- Midamerican Rehabilitation Hospital's Neurotransmitter Magazine
- Research Medical Center's Foundation Update

In addition, YTOP was a lead story on the evening news at the local FOX and ABC networks in March and on the NBC Public Affairs program "Speak Out" in September.



## **CHEERS DESIGNATED DRIVER PROGRAM**

<b>PROGRAM AREA(S)</b> Alcohol	<b>JURISDICTION SIZE</b> Unlimited
<b>TYPE OF JURISDICTION</b> Statewide	<b>TARGETED POPULATION(S)</b> Drinking population in college/university communities
<b>PROJECT CHARACTERISTICS</b> A designated driver program using students from college/university prevention programs to implement the program in the local community.	

### **PROBLEM IDENTIFICATION**

The last decade has seen college and university administrators develop an interest in the amount of alcohol students are consuming. As a matter of fact, they have advocated that alcohol abuse is the major problem presently confronting their institutions. The Commission on Substance Abuse reported that 1 in 3 college students drink for the sole purpose of getting drunk, 8% drink an average of 16 or more drinks a week, and 3.8% of the students admitted to consuming alcohol every day.

The primary cause of death for persons between the ages of 1 through 34 is traffic crashes, and alcohol consumption has been found to be a leading contributor to those crashes. Young adults and males especially are usually the ones involved in these crashes. Missouri had a total of 185,915 traffic crashes in 1995 and 5.3% of those crashes involved an individual drinking. Moreover, intoxicated individuals were involved in 25.8% of all the fatal crashes. As a result, 266 individuals lost their lives and 7,333 others were injured. Stated differently, a person died or was injured in alcohol-related crashes every 1.2 hours in Missouri. According to the Missouri Traffic Safety Compendium (1995), alcohol-related crashes were being underreported as a causal factor in traffic crashes and are much more prevalent than statistics actually indicate.

### **GOALS AND OBJECTIVES**

Reduce the number of alcohol-impaired drivers on Missouri roadways, targeting college/university communities.

- Provide support for CHEERS coordinator (housed at UM-Columbia in the alcohol prevention/education office).
- Secure liquor-serving establishments to participate in program
- Provide establishments with signs, cups, and promotional items
- Establish CHEERS chapters at colleges throughout Missouri
- Develop a media campaign to promote CHEERS

#### **FUNDING**

Section 402: \$79,385.34

#### **CONTACT**

Mary Johnson, Program Manager  
Missouri Division of Highway Safety  
P.O. Box 104808  
Jefferson City, MO 65110-4808  
(573) 751-4161

- Implement Project CHEERS Lifesavers volunteer organization

## **STRATEGIES AND ACTIVITIES**

Project CHEERS is Missouri's designated driver program. CHEERS is an acronym which stands for Creatively Helping to Establish an Educated and Responsible Society. The project is based on the University of Missouri-Columbia campus and was established in 1986. The purpose of Project CHEERS is to implement and coordinate designated driver programs throughout the state. The universities and colleges are targeted as distribution points for program development. The campaign slogan for Project CHEERS is "Working Together We Can Save Lives."

## **RESULTS**

New brochures, establishment posters, college posters, campaign theme and a manual were all developed and distributed to CHEERS chapters statewide.

CHEERS participated in several campus-wide events at UM-Columbia including Safe Spring Break (contacted approximately 1200 students) and the Project CHEERS Birthday Party (contacted approximately 1500 students). Additionally, Project CHEERS set up informational tables at the Activities Mart, Wellness Fair, Explorathon, and Black Culture Center Resource Fair. Project CHEERS co-sponsored events during Alcohol Awareness Month and sponsored scholarships to the Missouri Peer to Peer Conference, BACCHUS National Conference, and the BACCHUS Regional Conference where they won first place in the display and seat belt relay competitions.



## **BREATH ALCOHOL INSTRUMENT UPGRADE SUPPORT AND TRAINING**

**PROGRAM AREA(S)**

Alcohol

**JURISDICTION SIZE**

700+ Law Enforcement Agencies

**TYPE OF JURISDICTION**

Statewide

**TARGETED POPULATION(S)**

Law Enforcement Community

**PROJECT CHARACTERISTICS**

Reassigns refurbished breath alcohol instruments to local law enforcement agencies and provides training to officers using this equipment.

**PROBLEM IDENTIFICATION**

Law enforcement needed new technology in the area of breath alcohol instruments. Older breath alcohol instruments needed to be replaced throughout the state in order to be decertified and make way for new technology. Missouri Statutes on Implied Consent require that all officers who administer evidentiary tests on impaired drivers be approved and trained as specified by the Missouri Department of Health (DOH). The Missouri Safety Center Breath Lab trains both Type II and Type III operators as well as officers needing training on the different types of instruments which will be reassigned to their jurisdictions.

**GOALS AND OBJECTIVES**

To increase DWI arrests and conviction rates in Missouri by:

- assuring law enforcement agencies have quality breath test equipment in efficient working order; and
- providing proper training to utilize the equipment.

**STRATEGIES AND ACTIVITIES**

PHASE I—Provide an orderly, accountable method to place new breath instruments in the field, along with the required training for the officers who will use and administer the maintenance of the new instruments.

PHASE II—Provide an orderly, accountable method of placement of the reassigned BAC Verifiers (trade-in units from MSHP) to local enforcement agencies. This process will require testing, calibration, and change of E-proms (erasable, programmable, read only memory) in each instrument and the subsequent training (update) of the receiving agency's personnel.

PHASE III—Provide an orderly, accountable method for receiving existing local agencies'

**FUNDING**

Section 402/410: \$155,550.06

**CONTACT**

Jackie Allen, Program Manager  
Missouri Division of Highway Safety  
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(573) 751-4161

equipment in trade for the reassigned BAC Verifiers. This equipment will be disposed of in a manner outlined by an administrative order from MDHS; the equipment will not be reassigned to Missouri agencies.

The Missouri Safety Center will provide support training for all law enforcement agencies in the State of Missouri who currently operate or upgrade their breath testing instruments. Specifically, this training shall consist of Full Type II Supervisor (44 hour) certification, Type II update training to the following instruments: BAC Verifier, Datamaster, Intoxilyzer 5000, or RBT IV.

The project will also conduct the full Type III training on the following instruments: BAC Verifier, Datamaster, Intoxilyzer 5000, and RBT IV. All training curricula will be approved by the Department of Health for implementation for the certification of officers under their rules and regulations.

## **RESULTS**

**Total number of officers trained: 231**

Type II Supervisor Course 90

Type II Verifier Lab 54

Type II Datamaster Lab 53

Type II Intoxilyzer 5000 Lab 7

Type III Operators 27

### **Verifier Rebuild and Placement Program**

Verifiers rebuilt and placed in the field 42

Verifiers left to be rebuilt and placed 10

Current status of Verifiers placed: 144 Verifiers placed

5 Verifiers currently out of service

1 Verifier destroyed by fire

### **Instrument Repair Program**

Breath alcohol test instruments repaired 100



## **GRS DESIGN - FASTR**

**PROGRAM AREA(S)**

Alcohol

**JURISDICTION SIZE**

3.6 million

**TYPE OF JURISDICTION**

State

**TARGETED POPULATION(S)**

Law Enforcement

**PROJECT CHARACTERISTICS**

With assistance from 410 Alcohol Incentive funds, the Department of Revenue has been able to upgrade their computer system to provide state-of-the art technology in both the general registration and motor vehicle title systems. The positive implications of this enhanced system for law enforcement are tremendous.

### **PROBLEM IDENTIFICATION**

The Motor Vehicle Bureau computer system is fragmented and contains over fifteen sub-systems, many of which do not cross reference or interact in any fashion. The two main systems, the General Registration System (GRS) and the Title System are antiquated, as both were developed over twenty years ago. GRS is a lifeline of information regarding registered vehicles which is constantly used by law enforcement. The system houses millions of records and updates are often delayed by weeks creating problems for law enforcement in fulfilling their duties. It is imperative that accurate, up-to-date information is available.

### **GOALS AND OBJECTIVES**

- Develop a new motor vehicle system that has an increased level of stability, is operationally sound, and delivers a high level of service to law enforcement and any requester of information.
- Capture more information such as tab numbers (a long sought-after request of the law enforcement community); update information on registrations using "real time" processing; process titles overnight for transactions received in the 180 field offices and the Central Office in Jefferson City;
- Initiate an interactive exchange of information by connecting to the National Motor Vehicle Title Information System (NMVTIS) that will enable states to determine and prevent title fraud.

### **STRATEGIES AND ACTIVITIES**

The Bureau contracted with Unisys and Revenue Systems, Inc. to develop a new computer system that employs a client/server architecture. This new system will allow transaction processing to take place at the customer facing point rather than occur weeks later. Real time processing will also be used for registration providing up-to-the-minute information for law enforcement inquiries. The new system is scheduled to begin implemen-

**FUNDING**

Section 402/410: \$57,472.91

**CONTACT**

Mary Johnson, Program Manager  
Missouri Division of Highway Safety  
P.O. Box 104808  
Jefferson City, MO 65110-4808  
(573) 751-4161

tation in the Jefferson City central office in February 1998 and all state branch offices are scheduled for completion in May. All fee offices will be installed by the end of November 1998.

## **RESULTS**

A new system that provides state-of-the-art technology resulting in one day turnaround processing for most areas and real time updates in others. The benefits of the new system to law enforcement and the citizens of Missouri cannot be overstated. The integrity of the motor vehicle operation will be restored and significantly enhanced over current systems.



## **CHILD SAFETY SEAT TRAINING PROGRAM**

**PROGRAM AREA(S)**

Occupant Protection

**JURISDICTION SIZE**

300+ but with unlimited potential

**TYPE OF JURISDICTION**

Statewide

**TARGETED POPULATION(S)**

Parents, child care providers, law enforcement officers, and health care professionals

**PROJECT CHARACTERISTICS**

"Train-the-Trainer" type of public education and information program designed to reach the target population with messages regarding the importance of utilizing child safety seats and that in order to be used effectively, they must be used correctly.

**PROBLEM IDENTIFICATION**

Too many children under age four are being killed and injured in motor vehicle crashes. The two largest contributing factors are lack of education/training and misuse of child restraints.

**GOALS AND OBJECTIVES**

Reduce deaths and injuries in the 0-4 age group resulting from traffic crashes.

**STRATEGIES AND ACTIVITIES**

- Develop occupant protection curriculum to train law enforcement officers about the importance of proper child safety seat use and the importance of enforcing Missouri's child restraint law
- Hold training sessions at ten sites in conjunction with the Peace Officer Standards & Training component of the Highway Patrol
- Utilize the occupant protection curriculum to educate parents and other care givers about the correct use of child safety seats in a variety of settings including, child care provider certification classes, hospitals, conferences, and safety fairs

**RESULTS**

Educated over 300 individuals about proper child safety seat use. Those trained were encouraged to share this information with others in their agencies, day cares, and hospitals by teaching the information themselves or sharing the curriculum.

**FUNDING**

Section 402/410: \$600.00

**CONTACT**

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Missouri Division of Highway Safety  
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## LOCAL TRAFFIC ANALYSIS PROGRAM (MOTIS)

### PROGRAM AREA(S)

Traffic Records

### JURISDICTION SIZE

700+Law Enforcement Agencies

### TYPE OF JURISDICTION

Statewide

### TARGETED POPULATION(S)

Local Law Enforcement Agencies  
and Local Traffic Engineering  
Offices

### PROJECT CHARACTERISTICS

The Missouri (local) Traffic Information System (MOTIS) is a PC based software system designed for use by local law enforcement agencies and traffic engineers to assist them in tracking statistical traffic data. Input data is also utilized to generate both general and customized reports concerning enforcement activities and traffic crash occurrences.

### PROBLEM IDENTIFICATION

In an effort to identify crash demographics more effectively and efficiently and in a uniformed manner, the MOTIS software program was developed for Missouri law enforcement agencies to meet the following criteria:

Enforcement—Identify causation factors at high crash locations for manpower deployment; reports are used to track all traffic enforcement efforts as a measuring tool.

Engineering—Identify high crash locations and provide information (e.g., causation factors, crash types, environmental conditions, roadway conditions). Statistical data is used to develop traffic crash countermeasure programs.

Education—Supply traffic crash and enforcement information for use in public information programs.

The MOTIS software, of course, must be continually upgraded in order to provide the most effective program for law enforcement. In an effort to enlist as many enforcement agencies as possible in the program, it is necessary to provide information to interested agencies about the workings of MOTIS (how to obtain the program software, how to participate in the cost sharing of hardware, and how to receive the training necessary to utilize the entire MOTIS package).

### GOALS AND OBJECTIVES

- Complete and distribute Windows version of the MOTIS software.
- Continue to provide training for existing and new users. software
- Develop operational plan for electronic data sharing between local and state agencies.
- Develop a data import/export method between MOTIS and mini-mainframe systems.

### RESULTS

#### *Computers placed in service:*

Clay County Sheriff's Dept.

Perryville Police Dept.

Dexter Police Dept.

### FUNDING

Section 402/410: \$74,912.63

### CONTACT

Randy Silvey, Program Manager  
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***Training sessions conducted:***

MOTIS Operator Course I—8 classes with 64 participants

MOTIS Operator Course II—5 classes with 27 participants

***Presentations:***

MoDot Traffic Engineering Class—Warrensburg, MO

48<sup>th</sup> Annual Traffic Engineering Conference—Columbia, MO

Regional Traffic Records Conference—Kansas City, MO

Missouri Traffic Records Committee—Jefferson City, MO

LETSAAC Annual Traffic Services Conference—Lake Ozark, MO

1997 Traffic Records Forum—Tucson, AZ

***Programming:***

Construction of a Windows version of the MOTIS software began. All information from the traffic crash reports and the traffic summons will be captured under the new version. A version of the HAL countermeasure program is to be incorporated to enhance the engineering portion of the software.



## LOVE ME, HUG ME, IDENTIFY ME

**PROGRAM AREA(S)**

Public Information &amp; Education

**JURISDICTION SIZE**

Potentially identified over one thousand children

**TYPE OF JURISDICTION**

Boone and Cole Counties

**TARGETED POPULATION(S)**

Children from birth to twelve years old and their parents/guardians

**PROJECT CHARACTERISTICS**

Public/private partnership program between Harmon Autoglass and the Missouri Division of Highway Safety designed to provide identification stickers for kids on the move (riding bicycles, skating on rollerblades, riding in child safety seats). Stickers enable rapid identification of children for emergency personnel in the event a child is injured.

**PROBLEM IDENTIFICATION**

Children who are injured during transportation-related activities (riding in automobiles, riding bicycles, or rollerblading) often are unconscious or are otherwise unable to communicate emergency information. *Love Me, Hug Me, Identify Me* stickers containing pertinent identification information are placed on bikes, helmets, child safety seats, rollerblades, etc. to help children who are unable to speak for themselves provide vital information to health care workers in emergency situations.

**GOALS AND OBJECTIVES**

By December 1998, identify 5,000 children from birth to twelve years old with emergency information.

**STRATEGIES AND ACTIVITIES**

- Develop stickers and display units
- Determine method for distribution
- Distribute stickers and educate during the process

**RESULTS**

Identified over 1,000 children in a two-county area with *Love Me, Hug Me, Identify Me* stickers. Educated business owners, parents and non-profit directors about the importance of identifying children. Harmon Glass and MDHS are distributing 50,000 identification stickers inserted into colorful stands in grocery stores, malls, beauty and barber shops, insurance companies, hospitals, and non-profit agencies.

**FUNDING**

Section 402/410: \$1,700.00

**CONTACT**

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## **MOTORCYCLE SAFETY PROGRAM**

**PROGRAM AREA(S)**

Public Information and Education

**JURISDICTION SIZE**

Over 240,000

**TYPE OF JURISDICTION**

Statewide

**TARGETED POPULATION(S)**

Licensed Motorcycle Operators

**PROJECT CHARACTERISTICS**

Comprehensive, standardized motorcycle safety program for the State of Missouri.

### **PROBLEM IDENTIFICATION**

According to 1995 statistics, there are 74,160 registered motorcycles and 242,243 licensed motorcycle operators in the State of Missouri. Motorcyclists experience higher than average traffic crash frequency and severity of injury in such crashes, which are disproportionate to other modes of transportation. Many of the deaths and injuries are related to the lack of skill in the operation of the motorcycle. Studies show that over the last ten years, the number of riders receiving formal training has increased substantially, while crashes and fatalities have shown significant declines over the same period of time. Motorcycle crashes have declined by 60% since 1985, while fatalities have declined by 50%, according to the Motorcycle Industry Council's 1995 Statistical Annual. Most studies agree, any crash on a motorcycle is a serious crash due to the motorcycle design and the lack of formal protection that is afforded the rider. Motorcycle rider education is a critical factor in the reduction of motorcycle and motor vehicle crashes. Through sound quality educational programs, motorcycle riders learn how to interact with car and truck operators, as well as how to make themselves more visible, and better roadway partners.

### **GOALS AND OBJECTIVES**

Reduce the number and severity of crashes occurring where a motorcycle was involved.

### **STRATEGIES AND ACTIVITIES**

- Establish a statewide motorcycle safety education program that meets the guidelines set forth in Missouri Statutes
- Provide for a State Motorcycle Safety Program Manager to coordinate implementation of the training program
- Establishing a network of certified instructors
- Oversee current programs and instructors, and maintain certification files on all approved programs and their students
- Monitor the sites and instructors as to compliance to the teaching and reporting requirements of the project

**FUNDING**

Section 402/410: \$59,861.80

**CONTACT**

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- Assure the Program Manager's certification is maintained with the Motorcycle Safety Foundation (MSF)
- Conduct training for instructors to keep them abreast of the curriculum changes and/or updates
- Provide both the Beginning Motorcycle Rider and Experienced Rider Training Programs at several locations across the state

## **RESULTS**

- Three Instructor refresher training programs were conducted throughout the state in order to bring all instructors up-to-date on the changes within the program, develop additional skills in both course areas, and identify those instructors who would teach during the '97 season by entering into an agreement to teach for the Missouri Motorcycle Safety Program as an approved instructor.
- A total of 1,039 participants were trained at 13 different locations around the state. Of the total trained, 60 were instructors mentioned above.
- Monitoring the quality and consistency of all training programs was a priority issue this year. The program manager made personal visits to all training sites to explain the new reporting procedures and curriculum changes and meet personally with each approved instructor to accomplish the same. A team of hand selected instructors were assembled and trained on making Quality Assurance Visits as required in State Regulations.
- The Missouri Motorcycle Safety Program received the 1996 Outstanding State Program Award and Mr. Gene Pettit, instructor and St. Louis site coordinator, received the Outstanding Instructor Award for 1996 by the Motorcycle Safety Foundation.



## **HIGHWAY SAFETY MARKETING PROJECT**

**PROGRAM AREA(S)**

Public Information and Education

**JURISDICTION SIZE**

4,444 interviews conducted

**TYPE OF JURISDICTION**

Statewide

**TARGETED POPULATION(S)**

Adults aged 18 and over

**PROJECT CHARACTERISTICS**

The 1997 statewide Public Opinion Survey was designed to look at three variables:

- knowledge about highway safety (and determine if it was greater than two years ago when the prior survey was completed);
- public perceptions of the impact of higher speed limits and the zero tolerance law;
- attitudes about policy initiatives for 1998.

**PROBLEM IDENTIFICATION**

Obtaining information about public perception and attitude about traffic safety issues and policies is extremely important, yet very difficult to obtain and measure. This information should, however, be the basis for program planning and public relations activity. It is imperative that citizens be surveyed in such a way to measure any differences in attitudes between geographically diverse populations of the state (such as rural and urban). It is also important to measure public knowledge and perception of existing traffic safety programs and recent, or proposed, policy changes.

**GOALS AND OBJECTIVES**

To gather information and opinions on traffic safety issues and policies through a statewide survey of the general public.

**STRATEGIES AND ACTIVITIES**

The Missouri Division of Highway Safety contracted with the University of Missouri School of Journalism to conduct a statewide telephone survey. Eleven regions in Missouri were examined with enough surveys in each area to allow a 5% margin of error—Kansas City; St. Louis; Springfield; Columbia; Jefferson City; plus six areas within Missouri State Highway Patrol Troops (Troop A without Kansas City, Troop C without St. Louis, and Troops H, B, I and E). At least 400 people were interviewed in each area.

The overall data for the state had about a 1% margin of error (margin of error for the 1995 data was about 2%). When comparing overall 1997 vs. 1995 results, a 3% difference in the percentages is statistically significant.

**RESULTS**

The survey was completed, published, and distributed to the Missouri Division of Highway Safety in

**FUNDING**

Section 402/410: \$66,416.53

**CONTACT**

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October of 1997. While detailed outcomes of the survey are not identified here, major findings are noted. (Copies of the survey are available from the Division.) Overall, only 2-3% of the Missourians interviewed do not drive. Compared to 1995, there is a smaller percentage of people reporting speeding, and a greater percentage of people reporting driving slower than the limits. This suggests that there is now greater variation in people's speeds and, hence, greater likelihood of crashes.

#### KNOWLEDGE QUESTIONS

- Zero Tolerance (alcohol level for minors)—Almost 76% correctly answered
- Talking on the phone while driving—Almost 97% either *agreed* or *strongly agreed* that a person talking on the phone while driving was more likely to have a crash
- Child Safety Seat Law—Percentage who knew that children under 4 were required to ride in safety seats increased 2.2% from 1995, making it an almost-significant increase.
- Blood Alcohol Content (BAC) level—There was a significant increase (from 59% to 63.7%) in the percentage of respondents who knew Missouri's .10% BAC level

#### DRIVING PROPOSALS (respondents were mixed in their opinions)

- Youth driver education—Strong support *for*
- Motorcycle Helmets—Strong support *for*
- Lowering Missouri's BAC level to .08%—Significant increase in percentage of people who *avored* lowering to .08% BAC
- Seat Belt use required in back seat—Significantly *less* people *supported* this idea
- Seat Belt use requiring in pickups—Significantly *less* people *supported* this idea
- Primary Enforcement for Seat Belt Law—Majority of respondents were *against*

The survey also looked at how the variables were related to each other and how knowledge, attitudes and driving behaviors were related to public service announcements (PSAs), drinking in moderation ads, and consumption of the news.

#### KNOWLEDGE

In general, newspaper reading, exposure to more TV PSAs, and alcohol moderation ads are the media variables most related to knowledge about highway safety facts and regulations.

#### SAFETY BELTS

- The most consistent media influence on wearing safety belts and asking passengers to put them on is newspaper reading.
- There is a strong relationship between people who wear their safety belt close to home, on the highways, and who ask passengers to wear safety belts. If the people are older, female, married, have a higher income, and live in a larger city they are more likely to do all three.

#### DESIGNATED DRIVERS

Serving as a designated driver and using a designated driver are two very different measures and predicted quite differently.

- *Serve as Designated Drivers*—Younger; female; single; have higher incomes; live in larger cities; read newspapers & watch TV PSAs; personally know someone killed or injured in a car crash
- *Use Designated Drivers*—Younger; female; live in a smaller cities; and watch local TV news

#### SPEEDING

- *Speed More*—Younger; male; single; have a higher income; live in a larger city
- *Speed Less*—Watch more TV news & see more TV PSAs
- Personal knowledge of someone killed or injured—Not related to speeding but is related to feeling unsafe about the new higher speed limits and thinking they are not such a good idea
- Higher speed limits (70 MPH)—Older; female; married; have a lower income; live in a larger city; and don't have a job tend to think the new 70 mph speed limit is a bad idea

## PEOPLE WHO KNOW CRASH VICTIMS

Even though there are more crashes in the large metropolitan areas than in the small cities and rural areas, those most likely to know someone killed or injured live in less populated areas. Probably if someone is killed/injured in a crash in a small area, almost everyone knows them, whereas there is more impersonality in metro areas. This is important because knowing victims is predictive of many highway safety measures.

## HIGHWAY SAFETY POLICIES

- TV news rather than newspaper news consumption is the important media variable in terms of support for highway safety policies. This is in contrast to the impact of newspapers over television regarding knowledge.
- Knowing someone injured in a crash is another important predictor of supporting safety policies, a finding that strongly supports using crash victims in advertising and public relations efforts.
- The six policy questions asked (requiring driver's education, lowering the BAC limit to .08, requiring primary enforcement of safety belts, requiring safety belts in the back seat, requiring safety belts in pickups, and requiring helmets for motorcycles) are fairly well correlated with each other and can therefore be treated as a single measure of support for more conservative highway safety policies. Support for all of the policies is higher for those who are older, female, married, having lower incomes, living in larger cities, watching more local TV news, and knowing someone injured in a crash.



## **NORTHERN MISSOURI SAFE COMMUNITIES**

## **SPRINGFIELD SAFE COMMUNITIES**

## **CAPE GIRARDEAU SAFE COMMUNITIES**

**PROGRAM AREA(S)**

Safe Communities

**JURISDICTION SIZE**

Northern Missouri (Randolph & Macon Counties)	38,000
Springfield Safe Communities (Greene & Christian Counties)	250,000
Cape Girardeau Safe Communities (Cape Girardeau County)	100,000
Actual size is much greater due to daily traffic influx & university populations	

**TYPE OF JURISDICTION**North Central, Southeast, and Southwest  
Missouri**TARGETED POPULATION(S)**People living, working, and traveling  
through the Safe Community area**PROJECT CHARACTERISTICS**

Comprehensive prevention programs utilizing injury data to support their countermeasure activities but with traffic safety as their major emphasis. Safe Communities bring together a wider realm of partners than traditional community traffic safety programs.

**PROBLEM IDENTIFICATION**

For too long, traffic safety advocates have tended to look toward fatal traffic crash statistics to support their countermeasure activities. A need exists to look beyond this limited scope toward a broader view of injuries in general.

**GOALS AND OBJECTIVES**

Reduce death and disability from motor vehicle crashes and other causes of trauma by providing prevention strategies to the citizens within the Safe Community and surrounding areas.

**STRATEGIES AND ACTIVITIES**

- Expand partnerships in the community
- Access and evaluate local injury data in order to determine areas of concern and whether these areas will be addressed
- Develop appropriate countermeasures
- Promote injury as a community "health issue"
- Provide public education and information programs
- Provide support to local law enforcement agencies in their enforcement and education efforts
- Evaluate results of the program and make modifications as needed

**FUNDING**

Section 402/410: \$237,474.52

**CONTACT**

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## RESULTS

### Northern Missouri Safe Communities

- Before Northern Missouri Safe Communities began its child safety seat training and distribution program in 1991, no other entity north of I-70 was addressing the occupant protection needs of families. Families are referred by local law enforcement, the Division of Family Services, and local hospitals to the Northern Missouri Safe Communities Program to receive child safety seats. In fiscal year 1997, 341 seats were given to low income, high-risk families in need due to grant money from both Safe Communities and General Motors, and local support from the United Way.
- Working in partnership with a local victim family, MADD and the Missouri Highway Patrol, the Safe Community helped erect 44 white crosses at fatal crash locations in northern Boone County and Randolph County.
- Addressed the youth alcohol problem at Moberly High School during special activities, specifically Prom night. The Northern Missouri Safe Communities designed cards with the message, "Don't let this be your last dance." Local florists inserted the cards into approximately 800 corsages for the young adults attending the prom. Three local banks donated enough quarters for all juniors/seniors attending prom to receive a key chain and a quarter with the message, "A quarter for a safe ride home," so they could call for a ride if the person they were riding with started drinking.

### Springfield Safe Communities

Continued working with the Safe Kids Coalition and other agencies on their projects targeting childhood injuries in the 0-14 age group.

Continued existing successful programs: School programs; Biking Spree; Team Spirit Youth Leadership Conference; Technical assistance including DWI docu-dramas, mock DWI trials; and Motorcycle Rider Education Course. Continued PI/E assistance in smaller communities to promote traffic safety. Periodically gathered data to determine success/problem areas.

Following is a summary of FY '97 programs and projects listed along with the number of estimated participants:

<u>Programs</u>	<u>Participants</u>
Drinking and Driving Docu-Dramas	741
Other Related Drinking/Driving Programs	220
Bicycle Safety	1,773
Occupant Restraint	1,910
Misc. Programs, Projects & Presentations	362
Misc. Displays	<u>1,300</u>
Total Audience	6,306

The first Team Spirit Leadership Conference was held in June with 107 participants from 9 area high schools. Follow-up will be conducted with each school to see what progress has been made and if actions plans were implemented.

The Springfield Safe Communities project became the sponsor for the Motorcycle Rider Education Courses. A total of 55 participants were trained in the 4 beginning rider and 2 experienced rider classes held between June and September.

### Cape Girardeau Safe Communities

Cape Girardeau Safe Communities was recognized in the National Highway Traffic Safety Administration's annual report to Congress and was included in NHTSA's Traffic Safety Digest, Spring 1997.

*Law Enforcement Programs*

- Overtime safety belt and speed enforcement projects by Cape Girardeau and Jackson Police Departments--08 Safety Belt Citations; 261 Speed Citations
- Summertime Blues Programs—Safety Belt Checkpoint by CGPD & Jackson PD--500 participants per locations
- DWI Patrols—Weekly DWI overtime patrol by CGPD-307 vehicles stopped; 117 field sobriety tests performed; 65 portable breath tests performed; 64 DWI arrests
- Sobriety Checkpoints by CGPD

*Public Information & Education Programs—Safe Communities*

- Puppet Mania Traffic Safety Program--1000+ elementary students
- Team Spirit DWI Leadership Training--18 high school teams trained
- Buckle Bear Program
- Baby Shower for Safety
- Vince & Larry Programs
- Bike Smart
- Presentations/Speakers Bureau
- DWI Victim Impact Panel--MADD-panels are held monthly; 30 participants per session
- Loan-a-Seat Program--Missouri Easter Seal Society
- Senior Citizen Safety Workshops-CGPD & Jackson PD--approximately 60 senior citizens

*Programs Supported by Safe Communities*

- Safety Village--Cape Girardeau Police Department-120 students
- Heads Up Program--Saint Francis Medical Center-18 assemblies; 4186 students
- Traffic Offenders Program--Saint Francis Medical Center
- Safety City--Jackson Noon Optimists-250+ students



## **HIGHWAY SAFETY DATA PROCESSING: STATISTICAL ANALYSIS CENTER (SAC) AND STATEWIDE TRAFFIC ACCIDENT REPORTING SYSTEM (STARS)**

**PROGRAM AREA(S)**

Engineering

**JURISDICTION SIZE**

All individuals involved in traffic crashes or receiving citations.

**TYPE OF JURISDICTION**

Statewide

**TARGETED POPULATION(S)**

State agencies and law enforcement agencies

**PROJECT CHARACTERISTICS**

Research, data analysis, statistical programming, and technical resource support for information service requirements of MDHS as well as other state and local traffic safety authorities. Data entry, encoding and microfilming of all traffic crashes sent to the Missouri State Highway Patrol

**PROBLEM IDENTIFICATION**

Providing sophisticated information support services and research capabilities is an essential ingredient in the development of comprehensive traffic safety programs at the State and Federal levels. The traffic division at MSHP is the statewide repository for all traffic accident reports. This cannot be accomplished effectively and in a timely manner without overtime hours to encode accident reports, modify report forms, print accident reports, and prepare manuals.

**GOALS AND OBJECTIVES**

- Provide concise, timely, and detailed statistical analyses to MDHS and requesting agencies to assist in strategic planning for their operations
- Educate law enforcement agencies on the proper method of completing accident reports
- Assure rapid entry of accident reports into mainframe database to have current statistics for countermeasure efforts

**STRATEGIES AND ACTIVITIES**

- Properly forecast needs of agencies requesting statistical information and remain current on software upgrades
- Properly forecast the number of accident report forms needed to assure an adequate supply for all requesting law enforcement agencies
- Determine number of hours necessary to encode reports within an acceptable time frame.

**FUNDING**

Section 402/410: \$49,370.32

**CONTACT**

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## **RESULTS**

SAC produced the 1996 Traffic Safety Compendium and disseminated the document to over 200 state, federal, and local traffic safety authorities and other public officials. Analysis was executed on the number of traffic crashes in Missouri resulting from the speed limit increase. Analytical and information service was provided to the MDHS to support implementation of countermeasure programs contained in the Highway Safety Plan. STARS processed 191,227 accident reports. The annual meeting of the Missouri Traffic Records Committee was hosted in July at the Missouri State Highway Patrol general headquarters.

**BRIDGE ENGINEERING ASSISTANCE PROGRAM  
(BEAP)****TRAFFIC ENGINEERING ASSISTANCE PROGRAM  
(TEAP)****PROGRAM AREA(S)**

Engineering

**JURISDICTION SIZE**

The size of this program is limited only by budget constraints.

**TYPE OF JURISDICTION**

Mostly smaller rural communities &amp; counties.

**TARGETED POPULATION(S)**

Smaller communities/counties with limited resources.

**PROJECT CHARACTERISTICS**

The BEAP and TEAP programs have been developed in an effort to provide professional engineering assessments of bridge and traffic problems to qualifying political subdivisions (with neither the resources or expertise to perform such assessments themselves). This project is funded through the MO Department of Transportation who then subcontracts with professional consultants in the eastern & western half of the state to perform the services. BEAP and TEAP provide a wide range of engineering tests and studies that these communities otherwise could not perform.

**PROBLEM IDENTIFICATION**

Bridge & traffic engineering issues (e.g. structure, design) are a problem throughout Missouri. Often smaller communities/counties do not have the budget or staff to perform intricate, scientific engineering studies. Without assistance, they are unable to adequately identify the problems in order to be able to work toward resolving them.

**GOALS AND OBJECTIVES**

To provide engineering studies of various degrees to communities/counties restricted by budget, size and ability thereby enabling them to build and maintain better roadways and bridges to handle traffic loads.

**STRATEGIES AND ACTIVITIES**

MODOT subcontracts with professional engineering consultant firms in the eastern and western halves of the state. Political subdivisions submit requests for assessments to MODOT; requests are reviewed to determine eligibility. Assignments are made to carry out assessments. Types of studies provided this year: multi-way stops; sign reviews; congestion; signal timing and geometrics; traffic programs; parking & circulation; speed limits; intersection analysis; traffic volume summaries; bridge studies; etc.

**FUNDING**

Section 402/410: \$128,000.00

**CONTACT**

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## **RESULTS**

BEAP assessments were completed or are in-progress in 34 counties: Audrain, Barry; Barton; Bates; Benton; Buchanan; Carroll; Cass; Cedar; Christian; Clinton; Cooper; Crawford; DeKalb; Franklin; Harrison; Iron; Jefferson; Johnson; Lawrence; Moniteau, Newton; Nodaway; Oregon; Pettis; Platt; Polk; Ralls; Ray; Ripley; St. Clair; St. Louis; Ste. Genevieve; and Vernon.

TEAP assessments were completed or are in-process in 19 cities/counties: Ballwin; Black Jack; Cassville; Crestwood; Desloge; Dexter; Jackson Co; Jefferson Co; Louisiana; Oakland; Platte City; Raymore; St. Peters; Ste. Genevieve; Sullivan; Sunset Hills; and Warson Woods.

Presently, there is no follow-up to identify whether communities/counties actually initiated work recommended.



## **TRAINING & CONFERENCES—ENGINEERING**

**PROGRAM AREA(S)**

Engineering

**JURISDICTION SIZE**

The size of this program is dependent on participation of engineers.

**TYPE OF JURISDICTION**

Statewide

**TARGETED POPULATION(S)**

Local, state, and state-contracted traffic engineers.

**PROJECT CHARACTERISTICS**

Provides funding for traffic engineering training and conferences.

### **PROBLEM IDENTIFICATION**

There is always a need to provide opportunities for technological exchange in fields which require a great deal of expertise, such as in the area of traffic engineering. The Missouri Department of Transportation would like to provide continual training to any personnel who have such responsibility. On the local level, the need is even greater where there is a lack of trained personnel in traffic engineering. Often the task of evaluating or recognizing traffic problem areas lies with personnel whose primary responsibilities are not always in relation to traffic/safety engineering.

### **GOALS AND OBJECTIVES**

To provide high quality engineering training on traffic standards, methods and new developments to local, state, and state-contracted personnel. These techniques and ideas are then utilized to ensure Missouri's roads are safer for the traveling and pedestrian public.

### **STRATEGIES AND ACTIVITIES**

The Missouri Department of Transportation plans, organizes and hosts one conference and two workshops annually.

### **RESULTS**

There were 130 individuals trained.

**FUNDING**

Section 402/410: \$8,900.55

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